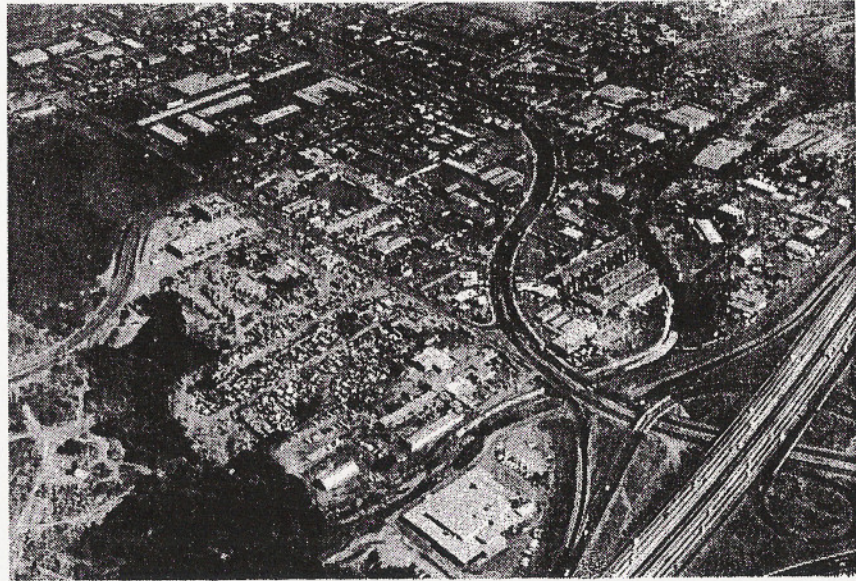


INDUSTRIAL



EXISTING CONDITIONS

As of 1988, approximately 238 acres within the Navajo community were zoned for industrial development. The industrial acreage, all of which is located in the Grantville/Mission Gorge Road area, represents three percent of the total land area in the community.

Sand and gravel extraction was once the predominant industrial use in Grantville, accounting for most of the industrially zoned land along the San Diego River as well as most of the agriculturally zoned land. The manufacturing of cement block, brick, and associated secondary sand and gravel uses were also prevalent near the river. Most of the sand and gravel activities have now been discontinued and are being replaced with multi-tenant buildings.

A 250-acre site is still being used for sand and gravel processing on the north side of Mission Gorge Road, generally between Princess View Drive and Margerum Avenue. This quarry has been in operation since 1927 and is currently operating under a Conditional Use Permit (CUP) which expires in 2033. The CUP regulates the mining, processing, storage and sale of natural resource material. A master reclamation plan for the 250 acres covered within the CUP, as well as 170 acres from which sand deposits have previously been mined, establishes goals and general guidelines for the reclamation of the project area upon completion of mining activity. Final reclamation is to be accomplished in phases with the approval of precise reclamation plans.

Because of the central location of Grantville within the metropolitan area and its proximity to the interstate highway system, the 1973 Navajo Community Plan recommended that the Fairmount Avenue area be developed as the nucleus of a distribution complex. A number of warehousing, wholesaling, and distributive uses are located in this area, however the largest of these uses, the 7-Up bottling plant, has moved out of the area. A 114,000-square-foot Kaiser medical office facility and a 530-car parking structure are under construction on the site of the former 7-Up plant.

Much of the land in Grantville that is designated for industrial use has been developed with office and retail uses due to the multi-tenant office and commercial uses permitted in the M-1A Zone. Typical uses within the Grantville's industrial area are real estate and other business service uses; heating, plumbing, and related services; engineering and electrical services; small equipment manufacturing and repair; building contractors; wholesale and retail trade; and auto sales and repair.

Industrial Zoning

Approximately 148 acres of industrial land are in the M-1A Zone and approximately 90 acres are in the M-1B Zone. The M-1A Zone permits a broad range of light industrial uses as well as retail commercial and office uses allowed in the M-1 and C (commercial) zones. The M-1B Zone permits light industrial uses and a limited number of heavy commercial uses (auto sales, lumber yards, garden supplies, etc.); retail uses are limited to those that are accessory to manufacturing, warehousing or distribution of products on the same premises.

The M-1A and M-1B zones were applied to Grantville in the mid-1970's to replace M-1 zoning. The M-1 Zone is a permissive industrial zone, permitting most commercial uses as well as residential uses, with minimal development standards. Much of the development that occurred under the M-1 Zone, or prior to 1954 when the majority of Grantville was annexed to the City, has little or no off-street parking, landscaping, or setbacks, and is typically on small lots.

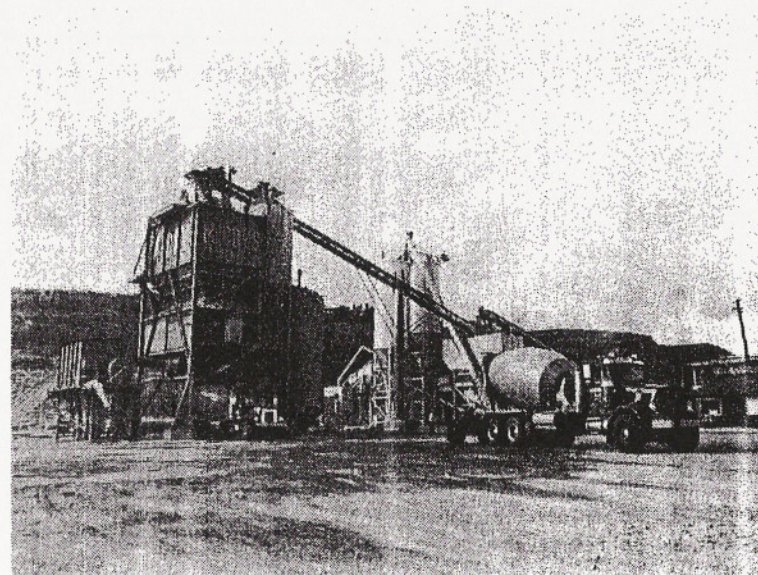
Requirements for landscaping, screening, and off-street parking areas have been increased in the M-1A and M-1B zones, and development that has occurred more recently under these zones has improved the appearance of Grantville. However, the M-1A and M-1B development standards were originally designed for low intensity (typically one story) industrial uses and are not adequate for multi-story office or multi-tenant development.

Both the M-1A and M-1B zones permit a variety of nonindustrial uses which may have greater parking requirements than are specified in these zones. The M-1A and M-1B zones require that 40 to 50 percent of the lot area be devoted to parking, circulation, and loading. This requirement results in large expanses of pavement while not necessarily providing an appropriate amount of parking based on the needs of the particular uses. (Descriptions of industrial zone requirements are as of 1988.)

OBJECTIVES

The principal or overriding industrial objective to guide the long-range development of Navajo is to: ENCOURAGE INDUSTRIAL DEVELOPMENT AND REDEVELOPMENT WHICH WILL CAPITALIZE ON THE AREA'S CENTRAL LOCATION WITHIN THE METROPOLITAN AREA. To achieve this principal objective, the following additional objectives were also adopted:

- o Ensure that the appearance and effects of industrial uses are compatible with the character of the surrounding residential and commercial areas and the sensitive resources of the San Diego River.
- o Ensure that industrial development along the San Diego River is designed to minimize impacts to this sensitive resource.
- o Develop a circulation network that will provide for less congested access to the Grantville industrial area.
- o Ensure the provision of adequate off-street parking and loading facilities for new uses in proportion to the need of the particular uses.





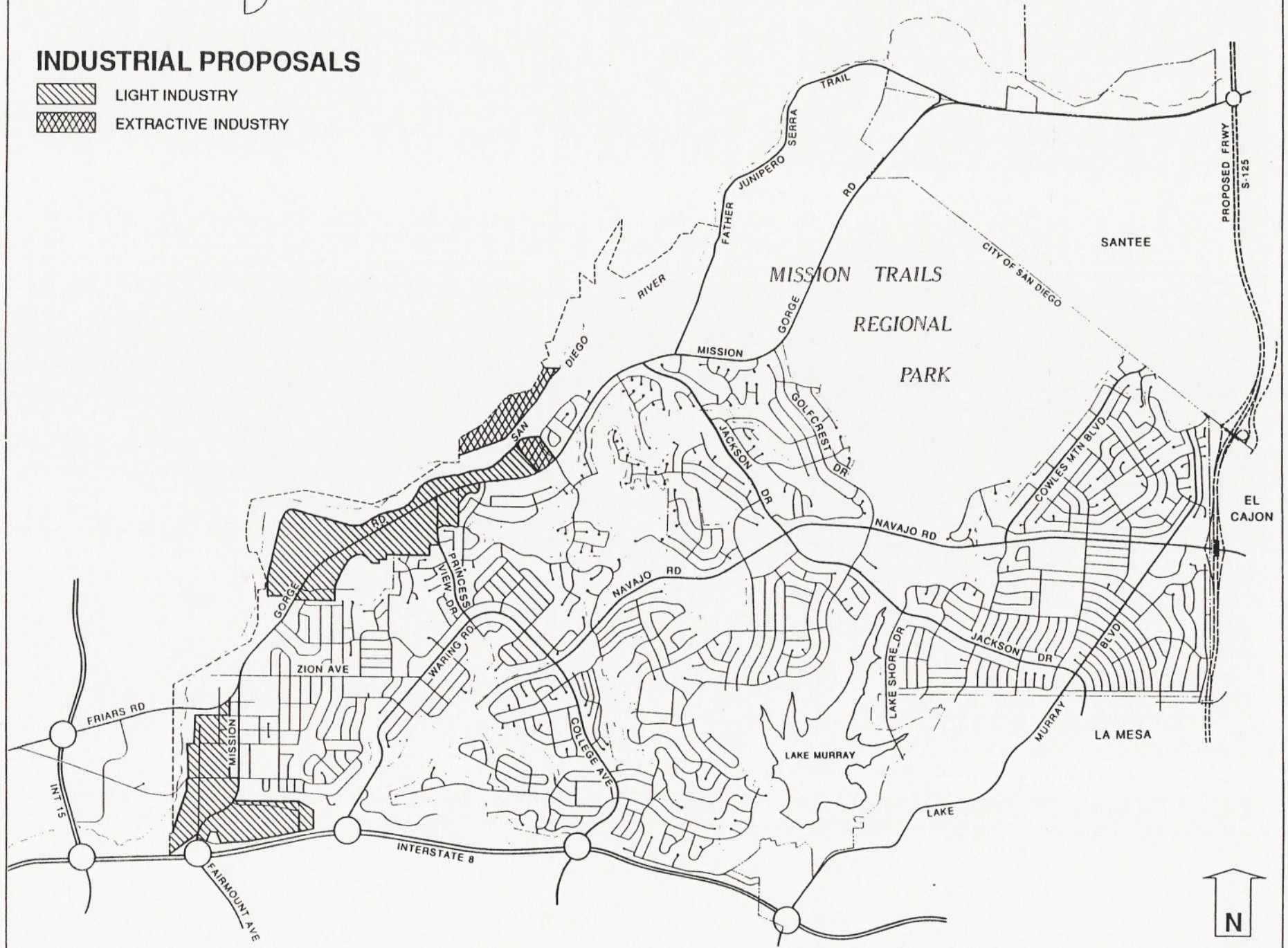
PROPOSALS

Based on the existing conditions and objectives identified above, the following general proposals were established to encourage industrial development that is compatible with the residential character of the Navajo community.

- o A planned industrial development (PID) or master PID should be required for any property rezoned to an industrial zone to ensure quality site design, and compatibility with the San Diego River environment and surrounding residential areas where appropriate. A master PID establishes design guidelines and standards to be used in the review of subsequent detailed site-specific projects. The PID document shall include a conceptual site plan showing the general location of proposed uses; a list of permitted uses; a preliminary grading plan; and master circulation, landscaping and sign plans. After approval of the master PID, projects will be reviewed and approved ministerially by the Planning Department if they are found to be consistent with the approved master PID. The design guidelines identified in this Industrial Element shall be consulted in the design and review of the master PID.
- o Future development of the remaining sand and gravel operation and the previously mined 170 acres should be accomplished under a master planned industrial development (PID) permit process. This property is bounded on the south by a major element of the regional transportation network (Mission Gorge Road) and on the north by the San Diego River, a regionally significant natural resource. A master PID will provide an opportunity for comprehensive review of the relationship between proposed development and the ultimate reclamation plan for the San Diego River, coordination of open space and pathways with Mission Trails Regional Park, traffic impacts to Mission Gorge Road and the proposed State Highway 52 interchanges.
- o The area south of Mission Gorge Road generally between Old Cliffs Road and Princess View Drive is designated for development as an industrial park complex. This property is highly visible from Mission Gorge Road, as well as from the residential areas above the river basin in Allied Gardens and Tierrasanta. Future development under the M-1B Zone is recommended, however, a planned industrial development permit should be required to ensure coordinated, quality design and compatibility with the residential uses adjacent to this site.
- o The permitted uses in the Grantville industrial area south of Friars Road and near the Mission Gorge Road and Princess View Drive intersection should continue to be those of the M-1A and M-1B zones; however, the development standards of these zones are not adequate to ensure that new development will meet the objectives of this community plan. The following design standards are provided as supplemental development regulations to the M-1A and M-1B zones for the area indicated as Area 3 on the Grantville/Mission Gorge Road area map (page 115).

INDUSTRIAL PROPOSALS

-  LIGHT INDUSTRY
-  EXTRACTIVE INDUSTRY



Community Plan Implementation Overlay Zone (CPIOZ)

Compliance with these regulations will be determined through a ministerial (Type A) Planning Director review in accordance with the procedures of the Community Plan Implementation Overlay Zone (Municipal Code Section 101.0457).

Development proposals that do not comply with the following supplemental regulations and the regulations of the underlying zone shall apply for a discretionary (Type B) CPIOZ permit or a planned industrial development (PID) permit. Applications for a Type B CPIOZ permit or a PID permit shall meet the purpose and intent of the regulations of the underlying zone and the supplemental regulations. Deviations from these regulations may be granted by the Planning Director in accordance with the procedures of the Community Plan Implementation Overlay Zone (Municipal Code Sections 101.0457.D through G).

Within the industrially zoned area in Grantville, no building, improvement, or portion thereof shall be erected, constructed, converted, altered, enlarged or established until a CPIOZ permit is obtained. A CPIOZ permit is not required for any of the following:

- a) interior improvements to an existing building that do not involve a change in use or provide additional floor area;
- b) interior modifications or repairs, or exterior repairs or maintenance for which a building permit is not required;
- c) demolition, excavation, grading, or removal of vegetation; and
- d) any development processed as a planned industrial development.

Supplemental Development Regulations:

Floor Area Ratio (FAR):

New development processed under ministerial (CPIOZ Type A) review shall not exceed a floor area ratio of 1.0. Development proposals that exceed a floor area ratio of 1.0 shall apply for a discretionary permit. The discretionary review process should address: 1) the design and fit of the project in relation to surrounding development, including conformance with the design guidelines of this Industrial Element; 2) the ability of Mission Gorge Road and adjacent streets in Grantville to accommodate additional travel demand; and 3) the opportunity for instituting travel demand management strategies such as participation in a transportation management association.

Building Setback Adjacent to the River:

All structures within 150 feet of the San Diego River's 100-year floodway shall be designed to step back from the floodway so that low story buildings are adjacent to the river with the higher stories tiered away from the river. Buildings shall be set back or stepped back from the floodway at a ratio of one foot for each foot of building height with a minimum setback of 20 feet.

Offsetting Planes and Facade Variations:

Any building facade which faces a public street or the San Diego River shall have a minimum of three offset building planes or three distinct building facade variations, or a combination of offset building planes and facade variations which meets the intent of this requirement.

An offset building plane is distinguished by an average horizontal or vertical difference of two feet measured perpendicular to the adjacent plane. Each offset plane shall constitute at least 20 percent, but not more than 50 percent of each building facade.

A building facade variation is distinguished by a distinct change in materials, textures, colors, or any combination thereof. Each variation shall constitute at least 20 percent, but not more than 50 percent of each building facade.

Building Reflectivity:

No more than 30 percent of any single elevation of a building's exterior may be constructed of a material with a light reflectivity factor greater than 25 percent.

Equipment Enclosure:

All mechanical equipment and appurtenances shall be screened on all sides so that they appear to be an integral part of the overall architectural design of the building. The screening may include grillwork, louvers, or latticework.

Wind generated turbines shall not be screened but shall be painted to match the rooftop color.

No merchandise, material or equipment shall be stored or displayed on the roof of any building.

Outdoor Storage and Display:

Outdoor storage areas shall be located in interior side or rear yards only, except that no outdoor storage area shall be located between the building wall line and the San Diego River.

Outdoor storage areas shall be screened with a solid six-foot fence or wall or an enclosed structure. All such fences, walls or structures shall be of a similar material and color as the main building. No material or equipment shall exceed the height of the fence, wall or structure.

Outdoor display of the following merchandise sold on the premises shall not be subject to the storage requirements above but shall meet the landscaping requirements for vehicular use areas of the Citywide Landscape Ordinance:

Automobiles (usable)
Trailers
Artwork and pottery

Boats (usable)
Equipment and tools
Flowers and plants

Refuse Collection Areas:

Refuse collection areas shall be located in interior side or rear yards only, except that no refuse collection area shall be located between the building wall line and the San Diego River.

Refuse collection areas shall be screened with a solid six-foot fence or wall or an enclosed structure. All such fences, walls or structures shall be of a similar material and color as the main building. Deposited refuse shall not be visible from outside the refuse screening.

Loading Areas:

Loading and service areas shall be located in interior side or rear yards only, except that no loading or service area shall be located between the building wall line and the San Diego River.

Parking Requirements:

No parking area shall be located between the building wall line and the San Diego River unless a landscape buffer is provided between the parking area and the required setback from the river. The landscape buffer shall be a minimum of eight feet wide and shall be planted in accordance with Sections 101.0706.A.6. and C. of the Citywide Landscape Ordinance; however, in no case shall the minimum landscape area width of eight feet be reduced by the use of a site wall.

Off-street parking shall be provided by use as follows:

	<u>Spaces/Square Feet of Gross Floor Area</u>
for wholesale, distribution and manufacturing uses	1/1500
for business and professional offices	1/300
for medical and dental facilities	1/250
for commercial uses that take access from Mission Gorge Road	1/250
for all other commercial uses	1/300

These parking requirements shall replace the parking area requirement of the M-1B and M-1A zones (Municipal Code Sections 101.0435.2E and 101.0436B). If the Citywide industrial parking requirements are revised, the new standards will replace those identified above.

Curb Cuts and Driveways:

On Mission Gorge Road, south of Friars Road, one curb cut shall be permitted for each lot with frontage on Mission Gorge Road. One additional curb cut may be permitted for each 150 feet of frontage on Mission Gorge Road. No driveway shall exceed a width of 25 feet measured at the property line.

On Mission Gorge Road, north of Friars Road, curb cuts shall be in conformance with the Street Design Manual standards for primary arterials.

Pedestrian Access:

A continuous 10-foot minimum width pedestrian/bicycle path shall be provided along the San Diego River frontage within the 20-foot minimum setback.

All structures within 150 feet of the San Diego River's 100-year floodway shall provide at least one pedestrian entrance from the structure to the river path.

Signs:

Signs shall be in conformance with the Citywide Sign Regulations (Municipal Code Section 101.1100) with the following exceptions:

Ground signs other than monument signs shall not be permitted in the industrial zones except on lots which have frontage on Mission Gorge Road or the southerly 500 feet of Fairmount Avenue (i.e., 500 feet south of the intersection of Mission Gorge Road and Fairmount Avenue). Monument signs shall not exceed a height of six feet.

On Mission Gorge Road, ground signs shall not exceed the height of the building or the Citywide height limit of 30 feet, whichever is less, unless they meet the definition of freeway oriented signs in Municipal Code Section 101.1101.56.

A landscaped area shall be provided at the base of all ground signs. The size of the landscaped area shall be equal to or greater than the area of the sign face.

Landscaping:

Landscaping shall be provided as required by the Citywide Landscape Ordinance. For the streets identified below, trees in the public right-of-way shall be chosen from the following species to be consistent with the predominant species in the area.

Street	Tree Species	
	Botanical Name	Common Name
Friars Road	Platanus acerifolia	London Plane
	Liquidambar styraciflua	Sweetgum
	Platanus racemosa	California Sycamore
Mission Gorge Road, northeast of Friars Road	Platanus acerifolia	London Plane
	Liquidambar styraciflua	Sweetgum
San Diego River	Platanus Racemosa	California Sycamore
	Populus fremontii	Cottonwood
	Salix hindsiana	Black Willow
	Sambucus	Elderberry
Mission Gorge Road, south of Friars Road	Liquidambar styraciflua	Sweetgum
	Jacaranda mimosifolia	Jacaranda
	Koelreuteria paniculata	Goldenrain Tree
Riverdale Street	Liquidambar styraciflua	Sweetgum
	Jacaranda mimosifolia	Jacaranda
	Cupaniopsis anacardioides	Carrotwood
Twain Avenue	Pinus canariensis	Canary Island Pine
	Koelreuteria paniculata	Goldenrain Tree
Alvarado Canyon Road	Koelreuteria paniculata	Goldenrain Tree
	Liquidambar styraciflua	Sweetgum
Fairmount Avenue	Liquidambar styraciflua	Sweetgum
	Jacaranda mimosifolia	Jacaranda
	Koelreuteria paniculata	Goldenrain Tree
Vandever Avenue	Liquidambar styraciflua	Sweetgum
	Jacaranda mimosifolia	Jacaranda
	Koelreuteria paniculata	Goldenrain Tree

Design Guidelines

The following design guidelines will be used in the review of discretionary projects:

Architecture, building color and texture should be coordinated within larger industrial developments. In smaller developments similar or complementary architectural elements should be used to provide continuity between existing and new developments.

Building design should include variations in wall texture, color or material, variations in upper floor setbacks and the use of varied roof forms. All buildings should incorporate some form of shadow relief where pop-outs, offsetting planes, overhangs, and recesses are used to add visual interest. Large, unbroken expanses of wall should be avoided.

Exterior building walls should be constructed of durable, permanent materials such as textured concrete, stone, brick, stucco, wood or glass. Reflective glass should not be used, particularly in areas adjacent to the San Diego River or heavily travelled roadways because of problems with reflected heat and glare.

The rear elevations of buildings which face the San Diego River or are visible from the street should be as well-detailed and visually interesting as the front elevations.

Industrial developments should consist of several smaller buildings rather than large building masses to prevent the appearance of a wall of development along the street, particularly along Mission Gorge Road.

Building height should be restricted where industrially zoned property abuts residential property to reduce impacts to the residential areas.

All outdoor storage, refuse collection, and loading areas should be located in interior side or rear yards. Where industrial development abuts residentially zoned property, special consideration shall be given to locating these facilities in areas least disruptive to adjacent residential uses. Where industrial development abuts the San Diego River these facilities shall not be located between the building and the river.

Because building roofs are visible from surrounding residential properties, they should be carefully designed. Roof mounted equipment should be avoided. If roof mounted equipment is provided, all equipment and appurtenances shall be designed so that they appear to be an integral part of the overall architectural design of the building.

Multi-building industrial developments should provide a coordinated sign program. Pole signs should not be permitted in the industrial zones except on Mission Gorge Road, south of Twain Avenue, where development is more commercial in nature. Monument and wall signs should be used instead of pole signs in the industrial areas.

Fences should be constructed of wood, masonry, wrought iron, or a wood-masonry combination. Fencing should include pilasters, offsets or some other form of visual relief to break up the linear nature of the fence.

Curb cuts should be minimized by the use of common, joint use driveways and/or consolidation of lots.

The following additional guidelines are provided for new industrial development on both sides of Mission Gorge Road, from just south of Old Cliffs Road to Margerum Avenue:

A 25-foot landscaped setback should be provided along Mission Gorge Road. Landscaped parkways should be provided between the sidewalk and the curb on Mission Gorge Road and on any interior circulation system. A landscaped median should be provided in Mission Gorge Road. Paving patterns and landscaping should be consistent with the existing medians to the south on Mission Gorge Road. Maintenance should be assured through formation of an assessment district or a similar mechanism.

Access and circulation design should provide continuous pedestrian and bicycle access along public streets and to uses within the development. Bicycle parking facilities should be conveniently located near the entrances of buildings, without blocking pedestrian traffic. No parking areas or driveways should be located between the structures and Mission Gorge Road.

Development adjacent to the San Diego River should be designed to avoid impacts to riparian species including noise, glare and shading impacts. Buildings should be set back 150 feet from the riparian habitat. A buffer of 100 feet should be provided in which no improvements are permitted. This buffer should be planted with vegetation native to the river to provide separation and screening for the protection of wildlife habitat from human disturbance. Passive uses such as pathways or viewing areas should be provided within the next 50 feet. Paths within this 50 foot buffer should be designed to focus activity (and potential access) away from sensitive habitat areas. Viewing or picnic areas should be located where they will not impact the riparian habitat. Access to the habitat should be discouraged through the use of planting clusters and screens.

